



PROJECT FACTS

What is the Mountain View Corridor?

In Salt Lake County, 5800 West is the preferred roadway alternative and the preferred transit alternative is on 5600 West with a dedicated center-running system. In Utah County, 2100 North is the preferred roadway alternative. The alternatives will have phased implementation by building infrastructure for initial needs and gradually expanding systems over time. This phased approach is part of the overall MVC plan to address short-term regional transportation needs with a long-term solution for the future.

To meet projected transportation demands in the year 2030, the full build out includes a freeway that connects with Interstate 80 at 5800 West in Salt Lake City in the north and Interstate 15 at 2100 North in Lehi in the south. The transit component of the project is a high-capacity service line on 5600 West in Salt Lake County that connects with both the planned Airport Extension at the International Center and Mid-Jordan Line in South Jordan.

Construction Overview & Project Approach:

The MVC team will use a phased construction approach designed to balance transportation needs with available funds. Initial construction includes building two outside lanes in each direction with signalized intersections where future interchanges and inside lanes will be located. Building the outside lanes first preserves the land in the middle where future lanes can be added. Future construction will build out the remainder of the corridor, including a transit solution and enhancement of the initial construction by adding interchanges and inside lanes to achieve a fully functional freeway. Frontage roads will be constructed in two areas along the MVC, between South Hills Blvd and Old Bingham Highway in Salt Lake County and along 2100 North in Utah County. The frontage roads were limited to these two areas due to right-of-way constraints, impacts to existing infrastructure and compatibility with existing street networks.

Funding

The project will be built in phases designed to balance transportation needs with available funds. The Utah State Legislature allocated \$500 million in the 2009 Legislative Session as part of a bonding package for start of construction in Salt Lake County. The Transportation Commission had previously designated \$230 million for Salt Lake County and \$130 million for Utah County.

Project Length

When finished, MVC will extend 35 miles from I-80 in Salt Lake County to I-15 in Lehi in Utah County. Initial construction in Salt Lake County will build 15 miles of new road from 5400 South to Redwood Road (at approximately 16000 South). The new three-mile roadway located at 2100 North in Utah County includes new bridges at the Jordan River, the future FrontRunner line and a set of bridges just west of the river for a community crossing.

Project Schedule:

Construction of the initial roadway portion in Salt Lake County will start in Spring 2010 and will be finished in 2013. Construction of the Utah County portion of the roadway (2100 North in Lehi) will start in January 2010 and will be finished in Fall 2011.

Salt Lake County:

The Copper Hills Constructors Team, made up of Granite, Kiewit and W.W. Clyde construction companies, will help UDOT finish design and estimating work, and will complete construction of the first phase.

Utah County:

Hadco Construction will assist UDOT in the construction of the MVC.

Why Build the MVC?

Tremendous growth is expected in western Salt Lake County and northwestern Utah County in the next 30 years, including a 167 percent increase in population, a 298 percent increase in employment and a 223 percent increase in households. This growth will cause significant delay on many of the major north-south and east-west roads in the project area. It will also create new demands for transportation and transit service.

Information Sources

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